FROM EGYPT TO JAPAN. By HENRY M. FIELD, D. D. 12 mo. pp. 424. Scribner, Armstrong & Co. The narrative of Dr. Field's journey round the world, of which the First Part met with a singularly faverable reception on its issue from the press about a year ago, is completed in the present volume, which, however, is published as a separate and independent work. Although the route of travel to which these pages are devoted has now become comparatively familiar to the public, Dr. Field has succeeded to an eminent degree in giving them the charm of novelty, and in presenting the information which has been touched ou by previous writers, in a fresh light, as well as with a great minuteness of detail. Indeed few recent travellers combine so many qualities that are adapted to command the interest and sympathy of the public. His sketches are altogether free from pretension, written with a certain simplicity of expression that often amounts to a winning naïveté, and evidently founded on personal observation and accurate knowledge. While he indulges, to its fullest extent, the characteristic he indulges, to its fullest extent, the characteristic American curiosity with regard to foreign lands, insisting on seeing every object interest with his own eyes, shrinking from no peril or difficulty in pursuit of information, climbing mountains, descending mines, exploring pyramids, with no sense of satiety or weariness, he has also made a faithful study of the highest authorities on the different subjects of his narrative, thus giving solidity and depth to his descriptions, without sacrificing their facility or grace.

After passing six months in Europe, Dr. Field commenced his Surney to the East toward the close of the year 1875, starting from Constantinople, and sailing down the Marmora, and through the Darda-nelles, between the Castles of Europe and Asia, proceeded at once to Egypt. On landing at Alexandria, he finds himself in a different country. The climate is different; the aspects of Nature are different; even the very animals in the streets are different. Alexandria, however, has been brought under the influence of European civilization. Commerce is returning to its ancient seats along the Mediterranean, and the harbor of Alexandria is filled with a forest of ships that reminds one of New-York or Liverpool. But though more prosperous, it is less Oriental, less picturesque, than other parts of Egypt. On reaching the Nile at Cairo, the writer was struck with its resemblance to the Missouri, or the lower Mississippi. It has the same broad stream of turbid. yellow waters flowing between low banks. The city of Cairo, after a few weeks, made a more agreeable impression than Constantinople. It has a finer climate and atmosphere. There is more life in the streets, more gayety among the people. The foreign quarter is as handsomely built as any European city. The streets are wide and well payed, like the boulevards of Paris. Though it was the middle of December, everything was in bloom as in midsummer. A straw hat was not out of place as a protection from the sun. The purity of the atmosphere was as remarkable as its warmth. Every drop of moisture, every particle of miasta from the vegetation of the Nile valley, is absorbed by the great deserts on both sides. The bright skiet and balmy air attract a great number of travellers from every contry, especially from America. With the American army officers who have taken service under the Khedive and the crowd of American tourists, the Grand Hotel of Cairo seems almost like Newport yellow waters flowing between low banks. The city Grand Hetel of Cairo seems almost like Newport

or Saratoga.

We are entertained every time that we go out of doors, with the animated and picturesque life of the streets. There are all races and all costumes, and all modes of locomotion. There are fine horses and carriages. I feel like Joseph riding in Pharaobi's chariot, when we take a carriage to ride out to Shootra, one of the palaces of the Khedive, with spees dressed in white running before to herald our royal procress, and shout to the people to get out of the way. But one who prefers a more Oriental mode of riding, can mount a causel, or stoop to a donkey for the latter are the samalest creatures that ever walked under the legs of a man, and if the rider be very tail he will need to hold up his feet to keep them from daugling on the ground. Yet they are bardy little creatures, and have a becullar amble which they keep up all day. They are very useful for riding, capecially in some parts of the city where the streegs are too narrow to allow a carriage to pass.

The dorkey men are very sharp, like their tribe in all.

The donkey-men are very sharp, like their tribe in all parts of the world. The Arabs have a great deal constural wit, which might almost entitle them to be called the Irish of the East. They have picked up a few asterial wit, which might almost enterte them to estiled the Irish of the East. They have picked up a few words of English, and it is very amusing to hear them way, with a most peculiar accent, "All right," "Very good," (Go shead," They seem to know everybody, and soon find out who are their best customers. I cannot go down the steps without a dozen rushing toward me, calling out "Doctor, want a donkey!" One of them took me on my weak side the first day by saying that the name of his annual was "Yankee Doodle," and so I have patronized that donkey ever since, and a touch little beast he is, scudding away with me on his back at a great rate. His owner, a fine looking Arab, dressed in a loose blue gown and snowy turban, tune barefooted behind him, to prick him up if he lags in his speed, or if perchance he goes too fast, to seize him by the tail, and check his impetuosity. We present a Indicrous spectacle when thus mounted, setting out for the bazaars, where our experience of Constantinople is repeated.

Instead of the old-fashioned way of ascending the

of steamers, which now leave Cairo every fortnight, twenty days, thus comprising the chief objects of interest in a limited time. His account of the voyage abounds not only in passages of invely description, but in discussions of the present social and potion, but in discussions of the present social and po-litical condition of Egypt, exhibiting a sombre pic-ture of the oppression of the people under an arbi-trary government. The financial state of the coun-try is deplorable. The wild speculations and enter-prises of the Khedive have brought the government to the verge of ruin!

prises of the Khedive have brought the government to the verge of ruin!

But impending bankruptcy is not the worst feature in Egypt. There is something more rotten in the State than bad financial management. It is the want of justice established by law, which shall protect the rights of the people. At present, liberty there is none; the Covernment is an absolute despoision, as much as it was three thousand years ago. "De system under which the Israelites groaned, and for which God brought the plagues upon Egypt, is in full force to-day. The Khedive has obtained great credit abroad by the expeditions of Sir Samuel Baker and others up the Nile, which were said to be designed to break up the slave trade. But what signifies destroying slavery in the interior of Airica, when a system still more intolerable exists in Egypt itself? It is not called slavery; it is simply forced labor, which, being interpreted, means that when the Khedive wants ten thousand men to dig a canal or build a rallroad, be sends into the requisite number of villages, and "conscripts" them en masse, just as he conscripts his soldiers (taking them away from their little farms, perhaps, at the very moment when their labor is most needed), and sets them to work for himself, under task-masters, driving them to work under the goad of the lash, or, if need be, at the point of the bayonet. For this labor, thus cruelly exacted, they receive absolutely nothing—neither pay nor food. A man who has constructed some of the greatest works of Modern Egypt, said to me, as we were riding over the Delta, "I built "But railroad. I had under me 20,000 men—all forced labor. In return for their labor, I gave them—water!" "But surely you paid them wages!" "No." But at least you gave them food!" "No." "But how did they live!" "The women worked on the land, and brought them bread and rice." "But suppose they failed to bring food, what became of the workmen!" They starved." And not only were they forced to work without play and without food, but were often required to f

system of labor, however grand the public works it may construct, can hardly excite the admiration of a lover of free institutions.

On all who escape this forced labor the taxation is fearful. The hand of the Government is as heavy upon them as in the ancient days. To one who was telling me of this—and no man knows Egypt better—1 said, "Why, the Government takes half of all that the country yields." "Haif!" he answered, "It takes all." To the miserable feliahs who till the soil it leaves only their mad hovels, the rags that scarcely hide their nakedness, and the lew herbs and fruits that but just keep soil and body together. Every acre of ground in Egypt is taxed, and every paint tree in the Valley of the Nile. What would our American farmers say to a tax of twelve dollars an acre on their land, and of from twenty-five to fifty cents on every apple tree in their orchards! Yet this commons burden falls, not on the rich farmers of New-England, or New-York, or Ohio, but en the miserable feliahs of Egypt, who are far more destitute than the negroes of the South. Yet in the modst of all this poverty and wretchedness, in these miserable of all this poverty and wretchedness, in these miserable of all this poverty and wretchedness, in these miserable of all this poverty and wretchedness, in these miserable of all this poverty and wretchedness, in these miserable of his cree avail—not with the officers of the inw, who know no mercy, but with his neighbors the inw, who know no mercy, but with his neighbors the executioner to let go his hold.

The Journeys performed by Dr. Field in India, the officers of the class of the land and other lands of the East.

The journeys performed by Dr. Field in India, Burmab, China, Japan, and other lands of the East, afford a variety of new experiences equally rich in suggestion and interest as those which have claimed the attention of his readers in the preceding parts of the volume. No one who has followed his course thus far but will take leave of his agreeable com-panionship with gratitude for the instruction he has received, and regret at the termination of the pleasure he has enjoyed.

HEDGE'S WAYS OF THE SPIRIT. WAYS OF THE SPIRIT, AND OTHER ESSAYS. By FREDERIC HENRY MEDGE. 12mo. pp. 367. Rob-erts Brothers.

Although this work makes no prefension to the character of a systematic treatise on theology, it discusses several of the most important points in the philosophy of religion in a connected form and in their relative bearings. It is evidently the fruit of wide studies, profound thought, and rare powers of much attention abroad that a book is promised contain-

reflection and analysis. The author is familiar with the development of philosophical speculation, and the influence of its results on the doctrines of religion, especially from the time of Descartes and Spinoza to that of Schelling and Schleiermacher. His volume, though consisting of separate essays, is pervaded by a certain unity of thought. A deep foundation is laid in substantial and transparent principles, and if it is free from the assurance of dogmatic reasonings, it is untainted by the spirit of a victous incredulity, presenting to the thoughtful reader the ground and sustenance of solid internal

The basis of religious faith, according to Dr. Hedge, is to be found in the higher nature of man. It is not a matter of authority, of tradition, of fantasy, but of spiritual intuition. In the broadest sense, it is the life of sentiment as distinguished from that of the understanding. It implies the abnegation of self in devotion to ideas and objects of supreme intrinsic worth. It is the answer of the heart to the claims of beauty, duty, honor, man.

In the narrower and technical sense, religion may be considered as the homage paid to superhuman power. The motive which prompts this homage is me of the primary forces of the soul. The history of religion is the history of man. The belief in Deity is natural to man. There is a dim, instinctive sense of Deity, prior to the feeblest groping after God, an intimation of Deity divinely implanted in the human consciousness. Antecedent to all teaching, human nature is conscious of a want which Deity alone can satisfy. It requires a God, and with no guide but vague instinct, gropes after something to fill the place in the soul which enlightened theism fills in civilized man. The metaphysical arguments for the existence of God, in the view of the author, all imply the original sense of Deity. The strongest proof of his being is the idea of God in the consciousness of man. Evidences from Nature may fortify the faith of believers, but they cannot overcome the scruples of unbelief. The manifestations of intelligence and law in all her processes and functions, carry no conviction to the atheist, who sees in them only the necessary conditions of being. In strictness of logic, they have no binding force of demonstration. If we came to the contemplation of Nature, without the idea of God in our minds, says Dr. Hedge, we should not view it as cunning mechanism, or as something created by antecedent power, but rather as a self-subsisting whole. The belief in God, in fact, underlies all the attempts to prove His existence, and thus vitiates the reasoning in such demonstrations. You may defend the idea by reasoning when it is once given, but to discover it by reasoning is a very different thing, and one beyond the power of the human intellect. It is not the wonders of anatomy or cosmology that compet belief; they are simple responses to the idea of God; and all their cogency as proof is also possessed by the simplest existences. to whom Nature undissected is not the immediate presence of God will never reach Him by dissec-

There is one view, however, suggested by Dr. Hedge, for which indeed he does not claim the force of absolute demonstration, but ascribes to i as much validity at least as logical analysis finds in the stock arguments of natural theology. Taking his start from Berkeley's theory of the non-existence of the external world, and viewing it as a spccession of mental experiences, he proceeds to inquire into the origin and ultimate ground of such experiences. "My consciousness tells me," he remarks, "that I am not their auther. I do not cause, but receive them. In some of them I am entirely passive; in others, my action is one, but not the sole. factor. The experience refers me to a cause without, and the cause must be adequate to the effect. And here is where all material explanation fails; for matter, by supposition is inert and powerless; it could not of itself, were there any such thing, p seeing a star a hundred million of miles removed, the power must be equal to that effect." The experiences of other intelligent beings are the same What is white to one is white to all; what is black black; all agree in square and round, in hot and cold. Hence we may infer the unity of the power which creates these experiences in different minds. Following this line of induction, the author avers, that we arrive at the idea, not precisely of the God of theology, but of a Being resembling that as nearly at least as the Being demonstrated by the physicotheological argument.

when thus monnied, setting out for the bazaars, where our experience of Constantinople is repeated.

Instead of the old-fashioned way of ascending the Nile in a boat chartered for the purpose, with captain and crew, Dr. Field took advantage of the lines of steamers, which now leave Cairo every fortnight.

It is a classification of ordinary and extraordinary

theological argument.

With regard to the antithesis between the natural and the supernatural, Dr. Hedge affirms that the distinction is not in the thing but in the thought. See the second of the supernatural, Dr. Field took advantage of the lines of steamers, which now leave Cairo every fortnight.

It is a classification of ordinary and extraordinary

Fern," (three papers), and "The Loan Exhibition." In naw of steamers, which now leave Cairo every fortnight, and make the trip to the first cataract and back in the denote the stated and intelligible facts of human the formulas which we call laws. Whatever apparent of \$1. facts transcend these principles are either denied, or classed as supernatural. But the term supernatural supposes two distinct agencies, Nature and God; that is to say, it separates Nature from God; it makes Nature godless; and thus introduces into the scheme of religion a Manichean and anti-Christian dualism. The Christian idea abolishes this dualism, teaching that the ordinary and extraordinary in human affairs are equally natural and equally divine. As men grow toward spiritual maturity it is seen that there is but one power in the greatest and in the least, in the resurrection of the dead and the shooting of a grain of wheat. "In the fulness of that spiritual maturity the godless distinction of false religion will be done away, and natural and supernatural be doomed."

The tendency of Dr. Hedge's volume is to stimulate reflection, rather than to satisfy conviction. He presents a high ideal of God, of man, of Christianity, of the moral life, of the material universe; but the seeker of precise formulas of faith will be compelled to pursue his researches in another direction. A significant feature of the work, perhaps the most valuable, is its lucid comments on the progress of opinion and the development of the Church. In this relation, the affluent learning and critical tact of the author stand him in good stead. Few writers are more conversant with the details of ecclesiastical history; few betray a greater degree of sagacity in penetrating into the inner sense of a doctrine, a creed, a religious phrase; and still fewer are able to combine the results of extensive research and profound speculation in a trame-work of spiritual har-mony. The superficial thinker will doubtless find the suggestions of Dr. Hedge too refined, too subtle, for his acceptance, perhaps even for his comprehension; the sceptic will complain of too urgent desion; the sceptic will compain of too argent de-mands upon the sentiment of faith; the degmatist will feel the atmosphere of thought too attenuated for his habitual breathing; but the lover of con-templation, the student of divine mysteries who de-lights to haunt the sacred stream that flows "fast by the oracles of God" will welcome the musings of the anthor as a stimulus to his faith and an aid to his communion and friendship with the universe.

# LITERARY NOTES.

A new edition of Dr. Nehemiah Adams's "At Eventide," is issued by D. Lothrop & Co., with a pertrait of the author.

Walt Whitman will be the subject of a long paper in the "Poet's Homes" series in the February Wide Awake, in which will be given three portraits of the poet at different ages.

General Francis A. Walker's important book on money, which will be of the size of that on "The Waces Question," may be expected from Henry Holt & Co. about January 15.

The labors of the late George Smith are to be continued by Mr. Rassam, permission having at last been obtained by that gentieman to push forward the excavations at Kouyunjik.

Mr. Schütz Wilson has in press a volume of collected Alphie sketches, "Alpine Ascents and Adventures," Which will have illustrations by Mr. Marcus Stone, A. R. A., and by Mr. Whymper.

Mr. Froude has written a preface to a series of ten letters on the Eastern question, explaining the Russian point of view, which will shortly be published in London. They are from the pen of a Russian lady of European celebrity. The third and concluding volume of Profes-

sor Stubbs's "Constitutional History" will be published by Macmilian & Co. for the Carendon Press in February. The same press has also in preparation a revised and enlarged edition of Bacon's "Novum Organon." American meat importation is attracting so

ing the series of articles by the special agricultural re-porter of The Scotsman, which says The Athenoum, ex-cited not a little interest and attention when appearing in that journal.

J. J. Aubertin, an English scholar, has completed a translation of Camoen's "Lusiad," the Portuguese classic, in the same metre as the original. It will shortly be published in two handsome volumes, with the Portuguese text on the opposite pages.

The January number of The Nineteenth Cen-

sury will contain an article by Sir Garnet Wolseley on "The Military Condition of France in 1878;" also articles by Mr. Gladstone (in refolinder to Mr. Lowe). Professor Tyndal, Mr. Ruskin, Mr. Holms, M. P., Mr. Joseph Arch, and others.

"A Compendium of Roman Law," founded on the Institutes of Justinian, together with examina-tion questions set in the English University and Bar Examinations (with solutions), and definitions of leading terms in the words of the principal authorities, by Gor don Campbell, author of "An Analysis of Austin's Jurie-prudence," is ready in London.

A collection of the recent poetry of Edgar Fawcett will be published by Roberts Brothers under the title of "Fantasy and Passion." New books by Edward Everett Hale, "What Career!" and Miss Julia A. Matthews, "Bessie Harrington's Venture," are promised by the same house early in the year, besides "The Wolf at the Door," in the "No Name" series.

A "Red Ribbon Edition" of Mr. John Habberton's story, "The Barton Experiment," is on the presses of G. P. Putman's Sons. The red ribbon is the outward and visible sign of the con" ets in the Murpay temperance movement, and what to do with the reformed drunkard when the physical craving renews its attacks is the most difficult question met by the reformers. The new edition is intended to suggest the answer to the query, "After the red richon—what i" Thirry thousand copies have all endy been sold in the previous shape. berton's story, "The Barton Experiment," is on the

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PEEKSKILL (N. Y.) MILITARY ACADEMY.

PENNSYLVANIA MILITARY ACADEMY, Chesier, Fenn Obens January 9. Location healthful; grounds ample, building commonitions; theorough instruction in Civil Englancering, the Chesics and English; careful super-vision of calcies. For circular a apply to the Col. THEO. HYATT, President. RUTGER'S GRAMMAR SCHOOL, New-firmswick, N. J. 108th year begins Sept. 12. Sends 30 boys a visa to college. Prepares for college, actentific school, or business. Twenty beartless. Nev. D. T. REILEY, Rector.

or business. Twenty boarders.

Kev. D. T. REILEY, Rector.

SHORTLIDGE'S ACADEMY for young men and beys, Media, Penn. Ten men, all college graduates, instructors. Recommended by Hayard Taylor, Judge George M. Van Hosses, of New York; the Rev. Dr. Hall, ex. Press. dento. Harvard: the Rev. Dr. A. P. Penaboo, Professor at Barvard: G. L. Sonie, f. L. B. and Professor Goo. A. Wenty worth, Phillips Exeter Academy, and others. The courtess of stnoy nit coung men rejectably for business or a professor, also for theyard, Yale, Princeton, Pennsytvania University, Ac. Etmants dribed most thoroughly for West Folat and Anterity for boarding, washing, gas, schooling brokes and mechanics ashood exergences. NO EXTRA CHARGES. STL. EENTS ADMITTED AT ANY TIME. Special individual discussions instruction for noth ADVANCED and MACKWARD pupils. Stnicents carefully classified, but not so traded that they are held back in all statics on account of decisions: in one or two branches. For full particulars address 8W ITHIN C. SHORTLIDGE (Harvard A. M., Media, Foun. Media has seven churches and a temperance charter.

THE WINTER TERM of ELMWOOD IN-STITUTE will begin JANUARY 2. Address the Bey. A. A. GILBELT, A. M., Frincipal, LANESBORD, Berkshire County, Essas

YONKERS MILITARY INSTITUTE for making boys intelligent, healthy, Christian men. HENJAMIN MASON, Box No. 654, Yonkers, N. Y. YOUNG MEN privately Fitted for College.
Conditioned students infored Supener and Winter
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For Young Ladies-Country BINGHAMTON COLLEGE and CONSERVA-number last year. #300; no extras; Fible College free. Rev. R.A. PATERSON, A. M., President, Imaghamton, N. Y. COTTAGE SEMINARY for Young Ladies, nual session begins of 11 U 80 JAA, Sept. 13, 1877. Strated on Phila, and Reading R. R. 40 miles from Phila, finited in number. For estalogues apply to Geo. G. Butler, A. M., Principal.

GOLDEN HILL SEMINARY for young ladies, bridgeport Com. Address MISS EMILY NELSON. GRANGER PLACE SCHOOL for young la-dies, Canandaigus, N. Y., family limited to thirty-five; thorough preparatory academic and collegate department of study; Winter term begins January 3,1878. MISS CARO-LINE A. COMSTOCK, President

HOME SCHOOL for children; terms low. ME Institute, Tarrytown, N.Y.—A boarding and day school for young lades; will re-open Wednesday. Sopt. 12. For circular address Miss M. A. METCALE, Proc. RVING FEMALE COLLEGE, Mechanics burg, Fa. A healthful, beautiful college, Home and School Opens 27d year Sept. 12. Rev. T. P. EGF, A. M., Pres. Mrs. WEST, Boarding and Day SCHOOL,

MISS WILLIAMS SCHOOL, Worcester,
Mass.-For YOUNG LADIES. For circular, address
AVA WILLIAMS, Principal. NEW-YORK, RYE, WESTCHESTER, CO. RYE SEMINABLY for YOUNG LADIES. Address Mrs. S. J. LIFE.

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A. DODWORTH'S CLASSES FOR DANCING No. 681 Fifth-ave.,

Now open for the reception of pupils.

Classes for ladies, children and gentlemen, and private les-

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RESIDENT GRADUATE of HARVARD wishes a position as teacher or private tutor; best refees given. Address R. T. C., box No. 1,700, Phila., Penn. A GRADUATE of YALE, who has had eight years' experience in teaching, wishes a situation at teacher; good testimonials and references. Add ess. H. H. Box No 412, New London, Coun.

#### Ceachers.

A N experienced classical and mathematical TEACHER desires private pupils; prepares for college; highest city reference. Address TEACHER, Box 86, Tribune Uptown Office, 1,288 Broadway.

A COLLEGE GRADUATE, of several years' A college of teaching in New York and Brooklyn, desires a position as teacher of English branches or the classics: will give private instruction, if desired; good references. Address W. C., Tribune Office.

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EDUCATIONAL BUREAU, 35 Union-square, New York.—Engagements made for teachers: schools and fanilies supplied with first-class instructors. ANNA RANDALS-DIEHL, Manager. GOVERNESS.—A graduate of the Packer Collegiste Institute, who has taught four years, desires a position as governess. Address P. C. I., Tribune Office.

TEACHERS wanting January engagements, should apply now; Hondures Government schools want everal professors and ladies immediately; reliable teachers onstantly wanted. SCHERWERHORN, 30 East 14th-st. T COTESWORTH PINCKNEY'S Agency for SCHOOLS and TEACHERS, 30 Union-eq., (4th-ave. side), New York. Supplies good teachers for any department with positions. Send stamp for application form. Supplies graools and femilies with competent instructors, without coarge. The SCHOOL GAZETTE, one of the best and cheapest journals published, interesting to teacher, to pupil, to parent. Send for specimen copy.

WANTED-By a recent graduate of Yale, a position on a well-established local paper, with view to purchasing part interest in same. Address, with particulars, R. L., Box 223, Stamford, Com.

## Ocean Steamers.

TOR LIVERPOOL via QUEENSTOWN.—
The Liverpool and Great Western Stam Company's United States Mail Steamers leave Pier 53, N. R.:
TUESDAY, Jan. 8, 8 p. m. NEVADA
TUESDAY, Jan. 22, at 8 a. m. Cubin Passage, \$55, \$65, or \$75, according to State-room; Steerage, \$26; Intermediate, \$40.
WILLIAMS & QUION, 29 Broadway.

GENERAL TRANSATLANTIC COMPANY,
BETWEEN NEW-YORK AND HAVRE, via PLYMOUTH.
MOUTH.
MOUTH.
MERIQUE, below:
Medinesday Jan. 29, 1830 a.m.
Wednesday, Jan. 29, 18 a.m.
Wednesday, Jan. 29, 18 a.m.
Wednesday, Feb. 6, 8 a.m.
LOUIS DE BEBIAN, Agent, No 56 Broadway.

Dealest Company's Line H AMBURG American Packet Company's Line for PLYMOUTH, CRERBOURG, and HAMBURG.
LESSING Jan. 3, 78; HERDER Jan. 17.
POMMERANIA Jan. 10, CIMBRIA Jan. 24.
Rates of pa saye to Prymouth. London, Chemourg. Hamburg, and all points in England, Seotland and Wales; First Caloin, gold, #100; Second Cobin, gold, #20; Steerage, currency, \$50.
KUN MARDT & CO., C. B. KICHARD & BOAS, General Passenger Agenta, 61 Broadway, New York.
61 Broadway, New York.

INMAN LINE. ROYAL MAIL STEAMERS. FOR QUEENSTOWN AND LIVERPOOL.
CITY OF NEW YORK......THURSDAY, Jan. 3, 2 p. m.
CITY OF MONTREAL.....THERSDAY, Jan. 10, 0:30a in
CITY OF GICHMOND......SATURDAY, Jan. 10, 20 p. m.
From Pier 45, N. R.
CABIN, \$50, \$50 and \$100, gold. Return tickets on favorable orms.

Grins.
TEERAGE, \$28, currency. Drafts at lowest rates.
aloons, state rooms, smoking and bath-rooms amidships
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NORTH GERMAN LLOYD

STEAMSHIP LINE BETWEEN NEW YORK,

COMPANY'S PIER foot of SECONDET, HOBOKEN,
DONAL est. Jan. 5 HERMAN'S, Sat. Jan. 10

NE KAR Sat. Jan. 12 AMERICA Sat. Jan. 26

RATES OF FASSAGE from SEW Y-GR 10 SOUTHAMP.

FIRST CABIN, \$100, gold, (SECOND CABIN, \$60, goldSETERACIE, \$20, carreacy.

Return Tickets at reduced rates. Prepaid Steerage certificates, \$50 currency.

New-York, Havane, & Mexican Mail S. S. Lane
FREIGHT AND FASSAGE REDUCED.
Stramers leave Pier No. 3, North Elver, at 3 p. m.
FOR HAVANA DIRECT
CITY OF WASHING FON, Timmermann. THUR, Jan. 3
CITY OF VEMA CRUZ, Van Stree. WEDNESDAY, Jan. 19
FOR VERA CRUZ, VAN STREEM, STATUEDAY, Jan. 19
FOR VERA CRUZ, AND NEW-ORLEANS.
CITY OF NEW YORK, Deaken. SATUEDAY, Jan. 19
FOR VERA CRUZ AND NEW-ORLEANS.
CITY OF NEW YORK, Deaken. SATUEDAY, Jan. 19
Steamers will leave New-Orleans Jan. 6 and 27, for
Vera Cruz and New York, and 31 the above ports.
F. ALEXANDER & SONS, 31 and 33 Broadway.

NEW-YORK AND HAVANA DIRECT MAIL
These first-class steamships a Bregularly at 2 p. m., from
Pier No. 13. North filver, as follows.
Steamship CLYDE.
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Steamship CLYDE MBUS.
Seed by The Shave Jan. 16
Accommodations unsurpassed, for freight or possage apply to
WILLIAM P. CLYDE & Co., No. n Rowlingsreen.
McKELLER, LULING & CO., Agepts in Havana.

PACIFIC MAIL AND PANAMA TRANSIT For CALIFORNIA, JAPAN, CHINA, AUSTRALIA, NEW ZEALAND, BRITISH COLUMBIA, OREGON, &c. Saling from Pier foot Canalat, North River.

For SAN FRANCISCO, via ISTHMUS OF PANAMA.
Stramship COLON, MONDAY, Dec. St.
Cosnecting for Crafted American and Senth Pacific Ports.
From SAN FRANCISCO to JAPAN and CHINA.
Stramship ALASKA, TUESDAY, Jas. 1.
From San Francisco to Sandwich Islands, Australia and vew Zealand. Steamship ZEALANDIA, MONDAY, Dec. 31. For freight and passage apply at Company's Office, No. 6 lowling-green, New-York.

THE AMERICAN STEAMSHIP COMPANY
OF PHILADELPHIA
The cris Transathante Line sailing under the AMERICAN FLAG. Satting every THUESDAY from Philadelphia, at WEDNESLAY from Liverpool.

THE PED STAR LINE STEAMSHIPS.
Carrying the Beintan and United States Mais. Salving semimonthly alternately from Philadelphia and New York. Direct
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UNITED STATES AND ROYAL MAIL STEAMERS.

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The Stemmers of this Lian take the Lane Routes recommended by Licot Manry, U.S. N., going south of the Bankson the passage to Queenstown, all the year route.

REPUBLIC Saturday, Jan. 5, 6 a. m. BRITANNIC Saturday, Jan. 5, 6 a. m. CELTIC Thursday, Jan. 17, 2 p. m. CELTIC Saturday, Jan. 28, 11 s. m. FROM This WHITE STAR DOCK, PIER 52, NORTH RIVER. IVER.
These eleamers are uniform in size and unsurpassed in ap-ofitiments. The Salcon, State rooms, Smoking, and Bath-soms are paged annishing, where the noise and motion are not felt, affording a degree of comfort hitherto unattainable least felt, afterding a tegree of Coandata Sca.

EATES-Salcos, \$500, \$500 and \$100, gold. Return Tickets on favorable terms. Steerage, \$28.

For instruction of plans and other information, apply at the Company's Offices, No. 37 Broadway, New York.

R. J. CORTIS. Agent.

## Proposals.

TREASURY DIABREMENT, WASHINGTON, D. C., December 12, 1877.

NOTICE is hereby given that scaled proposals will be received at the office of the Chief Clerk of this Department, until 12 o'clock noon, of We needay January 2, 1878, for performing labor connected with the weighing of imported me chandles at the Port of New York, for the term of three years, from the lat day of February, 1878. A state ment of the terms and conditions equived in such proposals will be found on file at the effice of the Collector of the Very of New York, and at the Chief Clerk office of this beparament.

JOHN SHERMAN, Secretary, London 1889.

DROPOSALS for PAPER for the PUBLIC PRINTING.—SEALED PROPOSALS will be received until TUESDAY. January 15, 1878 at 10 reclock a. m., for invaliding the PAPER for the PUBLIC PRINTING and the Sist of January 15, 1878 at 10 reclock a. m., for invaliding the PAPER for the PUBLIC PRINTING and the Sist of January, 1879, the said proposits to be opened before and the award of contracts to be made by the Joint Committee of Congress on Public Printing to the lowest and the studied for the interests of the Government, the committee reserving to itself the right to reject any and all bids, as its uniquenest of the best interest of the Government may dictate. Detailed schedules of the description, quantity and quantity of the paper required, accompanied by samples and biank roposass, and giving the regulations with which bidders unst comply, can be obtained by addressing J. D. DEFREES, "ublic Printer, Washington, D. C.

The contracts will be entered to too for such quantities of saper as may be needed during the year, and no more.

Public Printer, Washington, B. C.

The contracts will be entered into for such quantities of paper as may be needed during the year, and no more.

The estimated quantities set forth in detail in the schedule comprise:
20,000 reams of uncalendered printing paper, 24x38.
15,000 reams calendered printing paper, different sizes,
8,300 reams sized and calendered printing paper, different sizes,
8,300 reams map paper, different sizes and weights.
24,500 reams map paper, different sizes and weights,
9,000 reams colored writing paper, different sizes and weights,
9,000 reams colored writing paper, different sizes and weights,
9,000 reams colored writing paper, different sizes,
1,000 reams manile paper, different sizes,
20,000 sleets lantitation parelament, different sizes,
2,700 reams enach note paper.
2,700 reams engine-sized paper for Post Office blanks, different sizes,
1,500 reams sized and calendered tinted printing paper of
different sizes,
64,000 sheets of Grane's bond paper, or bond paper of equal
quality.

By direction of the Joint Committee of Congress on Public
Printing.

Washisofox, December 18, 1877.

# JNO. D. DEFREES, Public Printer. WASHINGTON, December 18, 1877. Dentistry

Dr. WAIT, sr., No. 45 East 23d-st.—First-class dentistry at low, popular prices; extracting under pure tresh gas, without extra charge; call and examine speci mens and prices.

## Steamboats and Bailroads.

EHIGH VALLEY RAILROAD.

JARRANGEMENT OF PASSENGER TRAINS Jan. 1, 1877:—Leave depots foot of Courtlandt and Desbroases-sts, at 6:30 p. m., Night Express, daily, to Easton, Bethlehem, Allentown, Manch Chunk, Wilkesbarre, Pittston, Sayre, Emira, Irhaca, Auburn, Rochester, Buffalo, Nisgars Falls, and the West. Pullman sleeping coaches statached.

ROBT. H. SAYRIE, Supr. and Engr., General Kastern Office, corner chorech and Cortinations.

CHAS. H. CUMMINGS, Agent

and 7:35 p. m., and 12 min 8:30, a. m. 47:35 p. m., and 12 min 8:30, a. m. 47:35 p. m., and 12 min 8:30, a. m. 47:35 p. m., and 12 min 8:30 p. m., and 12 min

BALTIMORE AND OHIO RAILROAD. D Leave New York from foot of Desbrosses and Cortlands.

8:20 a. m. for Washington, Columbus, Chicago and the West,
Richmond, Charicason and the South. Through Pullman
cars rom finithmer to Chicago.

1:00 p. m. for Washington and the West, and for Richmond
and the South via Gordonsville. Pullman cars from New York
to Baltimore and Washington, making close consections for
Pitliburg, Chicimat, Louisville, and St. Louis. Through
Pullman cars fastimers to unclimate int St. Louis.

8:00 p. m. folily, for Washington, the South, and West. Pullman sleepest from New York to Rallimore and Washington,
saking close connections for Chicago, Checimat, Louisville,
St. Louis, Pitliburgh, the South and South West. Through
Pullman cars from it finners to Chicago, Checimat, Louisville,
St. Louis, Pitliburgh, the South and South West. Through
Pullman cars from it finners to Chicago, Checimat, Louisville, conrects at Washington with trains for Lyuchburg, Forda, NewControl and the South.

For the Market St. Checimate and Louisville, conrects at Washington with trains for Lyuchburg, Forda, NewControl and the South.

For the Market St. Checimate and Control

Roll Control of the Control

Roll Roll Roll Control

CENTRAL, RAILROAD OF NEW-JERSEY

Steamboam and Railroads

PRIDGEPORT, and all points on Housatonis and Naugatuck Railroads. Fare, \$1. Steamer Bridgeport leaves Catharine-slip.haily (Sundays excepted) at 11:30 a.m., and Bridgeport at 11 p. m.

CENTRAL RAILROAD OF NEW-JERSEY

Ferry Station in Nev. lovik, foot of Liberty-at.
Commencing Nov. 26, 18. Trains leave as follows:
6:30 a. m.-For Flemington, Easton, Belvidere, Mauch
Chunk, Tamaqua, Wilkesbarre, Elmira, cc.
8:45 a. m.-For Hich Bridge Branch, Easton, Harrasburg,
Manch Chunk, Tamaqua, Wilkesbarre, Williamsport, &c.
10:15 a. m. and 4:30 b. m.-For Somerville and Flemington.
1 p. m.-For Flemington, Easton, Mauch Chunk, Wilkes
barre, Scrauton, Tunkhamnock, Tamaqua, Hazieton, Reading, Pottaville, Harrisburg,
4 p. n.-For High Bridge Branch, Easton, Belviders, and

NEW-YORK and LONG BRANCH DIVISION, Count Grove, &c., at :5, 1145 a.m., 4, 5:15 b. m. Stages connect at Matawas Station to and from KEYPORT, and at Squan to and from POINT PLEASANT

NEW-YORK AND PHILADELPHIA NEW LINE BOUND SHOOK ROUTE.

FOR TRENTON AND PHILADELPHIA.

Leave New-York for Trenten and Philadelphia at 6.50, 8, 9.30, 11.30 a. m., 1.30, 3.80, 5.80, 12 p. m., and at 4 p. m., for Trenten. 8 1:30, 11:30 a.m., 1:30, 3:80, 5:30, 12 p. m., and at a b. m., Leave Philadelphia from station North Pennsylvania Railroad, Third and serk-sets., at 7:30, 9:30, 11:30 a.m., 1:30, 5:30, 5:30, 12 p. m., 1:30, a.m., 1:30, a.

way in New York and Brooklyn, and at No. 4 Courtest, Brooklyn. Bagwage checked from residence to decitation.

K. P. BALDWIN, Gen. Pass. Agent.

K. P. BALDWIN, Gen. Pass. Agent.

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K. RIE. RAILWAY.

ARRANGEMENT OF TRAINS taking effect Dec. 1:1877;

9 a m.—Cincinnati and Chicago Day Express. Drawing-Boom Coaches to Buffalo and Suspension Bridge.

10:45 a. m.—Express Mull for Buffalo with Sleeping Coaches attached.

7 p. m. (Dully) — Pacific Express for the West. Sleeping Coaches through to toochester, Buffalo, Nagara Falls, Checkman, and Chicago without change; also, Hotel Dinning Cars to Chicago

Trains leave Coambers Street Depot, N. Y., for
Newark, 6-55, 8-30, 10:45, 11:30 a. m., 515, 5:15, and 6:15 p. m., and 12 midnight statarday migute ouly. Sundars, 9:15 a. m., 6:30 p. m.

Butherfurd Park and Passacc, 6, 7:45, 10 a. m., 12 moon, 1445, 8:30, 10:40, 6:30, 8, 10 p. m., 12 motnught. Sundars, 9:15, 3:350, 4:30, 5:15, 6:30, 8, 10 p. m., 12 motnught. Sundars, 9:146, 8:30, 10 a. m., 145, 6:30, p. m., and 2 midnight. Sundars, 6, 8:30, 10 a. m., 12 moon, 1445, 8:30, 10 a. m., 145, 6:30, p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, r. g., 10 p. m., 2 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7, 8, 10 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 6, 8:30, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. Sundars, 8:30 p. m. Sundars, 8:30 a. m.

Newburgh, 8, 10:4 a. m., 3:30, 10. m., 145, 4:30, 7 p. m. Sundars, 8:30 a. m., 145, 4:30, 7 p. m. Sundars, 8:30 a. m., 145, 4:30, 7 p. m.

Middetown, 7:45 l0, 10:45 a. m., 3:30, 3:45, 4:30, 7 p. m. Sundars, 8:30 a. m., 145, 4:30, 7 p. m. Sundars, 8:30 a.

6.30 p. m. Namet, Spring Valley, and Monsey, 7, 8:30 a. m., 4:45 p. m. JNO. N. AHHOTT, trongeral Pass'r Agent, New-York.

FARE REDUCED. \$3 TO BOSTON, FALL RIVER LINE. NEWPORT and OLD COLONY. 4:30 p. m. daily (Sundays excepted) from Pier 28, Nort River, toot of Murray-st. GEO. L. CONNOR, G. P. A. BORDEN & LOVELL, Agents.

FARE REDUCED.

83 TO BOSTONEXCURSION TICKETS 85. THE OLD RELIABLE STONINGTON LINE FOR ALL POINTS EAST. NOT A TRIP MISSED IN SEVEN CONSECUTIVE

YEARS.
The elegant steamers STONINGTON and RHODE ISLAND leave Pier as, North River, at 4.30 p. m. daily except Supdays). Hereafter the STEAMBOAT EXPRESS TRAIN will leave STONINGTON at 4 and a. m.
Thekets for sale at all the principal theket offices, and state rooms secured at all offices of Wessott's Express Co., and at 263 Brosdway.

PROVIDENCY LINE.

GOS Broadway.

(Freight only.) Steamers leave daily (except Sundays) at 4 p. m., from Pier 29. North hilver, foot of Warrenss. Freights vin either lines at lowest rates.

D. S. Babcock Pres. I. W. Filkins, Gen. Pass. Act. ONG BRANCH AND PHILADELPHIA I via New-Jersee Somhern Ra lead. Commencing Oct. 8, 1817. The steamer JESSE HOVF will make New York Piers North filver, foot of Rectors Lymmetring at Sandy Hook with trains for Long Branch, Philadelphia and Tonn River, I is an and 4p. m. Vinesland. Bridgeton, Eag Harbert, &c., 11 a. m., Wantown, farmerst and Tucksetton, 4p. m. W. S. S.E. Dent. Gent Manager.

NEW-HAVEN, HARTFORD, &c.-Fare, \$1. Steamers leave Peck sip daily (Sundays ex Haven at 3 and 11 p. m., connecting with rose NEW - YORK CENTRAL AND HUDSON RIVER BAILROAD Commensus Dec 31, 1877, through trains will leave Grand Central Depot: 8:00 a. n., Western and Northern Express, drawing-room cars to Rochester. 10:30 a. m., Special Chicago and Western Express, with drawing-room cars to Canandaigus, Rochester and inuffale. I'till a. m., Northern and Western Express to Utica, White-hall and Inthand.

York, and odd Washington st. Brooklyn.

C. B. MELKER, General Passenger Agent. and the Oil Regions. For Whilandsport and Local Haves,
For Rultimore, Washington, and the South, "Limited Washington Express" of Fullman Parior Cars daily, except Sunday,
5.00 a. m., arrive Washington 4.10 p. m. Regions at 8.70 a. m.,
6.50, and 9 p. m. Sunday, 6.30 and 9 p. m.
Express for Philadelphin, 7.30, 820, 9 desto Limited, 21 a. m.,
4, 5.0, 6.30, 7, 8.30, and 9 p. m. Sunday, 9 a. m. 5, 6.30,
7, 8.30, and 9 p. m. Emigran and second-class, 7 p. m.
For trains to Newars, Elizabeth, Rabessy, Frinceton Trenton, Perth, Amboy, Themington, Best-Green, and other politic,
see local scheduleg at all Ticket offices.
Route of "Brooklyn Amer," connect with all through trains
it Jersey City, afferding a speedy and circuit transfer for
fromiting trains.

TO PHILADELPHIA,
PENNSYLVANIA RAILROAD. THE OLD ESTABLISHED ROUTE AND SHORT LINE between NEW-YORK AND PHILADELPHIA.

Fourteen Through Trains each way daily; three Depots in Philadelphia, two in New York,

Double Track, the most Improved Equipment, and the Fastest
Time consistent with absolute safety.
On and after November 12, 1977.
Express Trains leave New York via Desbrosses and Cortiandt Streets Ferries, as follows:
7:30, 8:20, 9 (0:50 Limited), 11 a. m., 1, 4, 5, 6, 6:30, 7, 8:30 and 9 p. m. Sonday, 9 a. m., 5, 6, 6:30, 7, 8:30 and 9 p. m.
Boats of "Brooklyn An.ext" connect with all through trains at Jersey City, affording a specify and direct transfer for Brooklyn travel.

Returping trains leave Philadelphia, 3:20, 3:35, 7, 7, 30, 8. Brooklyn trace, anoraing a speedy and direct transfer for Returning trains leave Philadelphia 3:20, 3:35, 7, 7:30, 8, 8:30 and 11 a. n. (Limited Express, 1:35 p. cf., 2, 4, 5:30, 7, and 7:35 p. m., and 12 midnight. On Sanday, 2:20, 3:35, 7, 8, 8:30, a. m., 4, 7:35 p. m., and 12 midnight.

Ticket Offices, 5:50 and 944 frandray, No. 1 Aster House, and feet of Desbrosses and Cortlandt-stx.; No. 4 Court-sty, and feet of Desbrosses and Cortlandt-stx.; No. 6 Court-sty, and Evolviya Amer Dopol, foot of Fullon at, Rooklyn Amer Dopol, foot of Fullon at, Rooklyn Rooklyn Amer Dopol, foot of Fullon at, Rooklyn Rooklyn Amer Dopol, foot of Fullon at, Rooklyn Amer Dopol, foot of Fullon a